



ARMY GROUND RISK MANAGEMENT INFORMATION

Countermeasure

VOL 22 NO 12

<http://safety.army.mil>

DECEMBER 2001

FY2001

Ground Safety Wrap-Up

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CY2002 Countermeasure Plan
Mission First, Safety Always
I Chose To Look The Other Way



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Countermeasure is published monthly by the U.S. Army Safety Center, Bldg 4905, 5th Avenue, Fort Rucker, AL 36362-5363. Information is for accident prevention purposes only and is specifically prohibited for use for punitive purposes or matters of liability, litigation, or competition. Address questions about content to DSN 558-2688 (334-255-2688). To submit information for publication, use Fax 334-255-3000 (Ms. Paula Allman) or e-mail countermeasure@safetycenter.army.mil. Address questions about distribution to DSN 558-2062 (334-255-2062). Visit our website at <http://safety.army.mil>



DASAF's CORNER

From the Director of Army Safety

"Let's Be Careful Out There"

Borrowing from an opening line of a past TV police drama series, I join the Army's senior leadership in strongly urging all soldiers and other Army team members to be extra vigilant in identifying, assessing, and controlling hazards, on and off duty. The events of 11 September and initiation of the subsequent war against terrorism changed many things. One thing it did not change is the fact that accidents, whether during routine training or preparing for combat, are still a major threat to soldiers. Uncontrolled hazards can lead to serious accidental losses of both people and equipment—losses that, in turn, significantly impact readiness.

Last fiscal year, we lost 169 soldiers in accidents—the equivalent of almost five infantry platoons. For FY01, General Shinseki established an aggressive Armywide safety goal of a 20-percent reduction in total military fatalities. Although we did not achieve the overall accident reduction goal established, command involvement did succeed in reducing fatalities in privately owned vehicle (POV) accidents by 11 percent in FY01. However, of those 169 soldiers killed in FY01, 100 died in POV accidents. That is unacceptable. These numbers and rates are one metric for measuring safety performance, but we must never lose sight of the fact that these numbers represent lives lost. The loss of even one soldier will always be one too many. We can, we must, do better!

General Shinseki is adamant that we redouble our effort in attacking our number one killer of soldiers: POV accidents. He has established a goal to reduce the number of POV fatalities to 80 during this fiscal year and has charged the Sergeant Major of the Army to spearhead a campaign to accomplish this goal. The Six-Point POV Program and POV Toolbox located at <http://safety.army.mil/pages/pov/index.html> are excellent start points for use in establishing aggressive POV accident prevention programs.

Causes of ground accidents

Indiscipline, leadership, training, and standards are the leading causes of Army ground accidents. Indiscipline—knowing the standard and electing to ignore it—was a cause factor in more than 64 percent of Class A-C accidents from FY99-01. Leadership issues were identified in almost 10 percent of those accidents, while training failures were present in more than 8 percent, and inadequate standards were cause factors in more than 3 percent. Even a momentary lapse in providing effective leadership, enforcing standards, and executing well-rehearsed training plans can have catastrophic results. Eliminating these recurring accident cause factors requires well-disciplined training with technically and tactically competent leaders present.

Lest we forget...

The holiday season—one of the most dangerous periods of the year—is upon us and brings with it a normal range of hazards that require extra caution: alcohol, stress from hurrying to wrap up last-minute details before the Christmas exodus, and fatigue from celebrating with friends and family, plus an array of hazards associated with traveling on the nation's highways. In addition to these normal holiday hazards, this year we must all be extra vigilant for new types of hazards associated with potential terrorist threats and activities.

I expect leaders at all levels to be involved in soldiers' holiday plans. Know where your soldiers are and what they are doing. Leaders must use every available risk management tool to ensure that soldiers understand the potential hazards and the consequences of failure to control them. The same risk management standard—an informed decision at the appropriate level—applies to holiday preparations and festivities. Do not allow failure to manage risks turn to holiday tragedy.

A special "thanks" to those who serve

More than ever before, the American people and many others around the world realize that freedom and the ways of life we hold so dear are dependent on your sacrifice and service. Thank you for the courage and commitment you are making in defense of our Nation. Wherever you are this holiday season—executing combat missions, training in preparation for combat, or on the nation's highways—failure to effectively manage risks could result in a price much higher than you are willing to pay. "Let's be careful out there" and know that you are never far from the hearts of the people you protect. ✱

— BG James E. Simmons

FY 2001 GROUND SAFETY WRAP-UP

“How Did We Do?”

The Army's Fiscal Year (FY) 2001 ground safety record improved a good deal from FY00. There were 355 privately owned vehicle (POV) accidents (Class A-D) in FY01, down 22% from FY00. Personnel injury accidents decreased a noticeable 9% from last year, to a total of 1,255 accidents. Army vehicle accidents (including wheeled and tracked vehicles) are up 9% from last FY, with a total of 580 accidents in FY01.

POV “still leading the pack”

Of the 158 ground fatalities in FY01, 100 of those (64%) occurred in POVs. POV mishaps continue to be the most common cause of accidental death in the Army. However, these numbers do constitute a decrease from FY00, in which POV accidents accounted for 72% of all fatalities. The most common cause of these accidents was excessive speed. Causes that were nearly as frequent were driver fatigue and failure to remain alert and attentive at the wheel. This is the same pattern that was seen in FY00.

Each of these factors can be described as an example of indiscipline: a soldier knowingly chooses to violate a military standard or safety rule. It is generally agreed that the best control against indiscipline is command involvement and safety emphasis. Leaders must put forth a caring, but firm, sense of importance toward safety, both on and off-duty. The Safety Center's POV Toolbox, 2nd Edition, can be downloaded at <http://safety.army.mil>. The toolbox offers many actual, ready-for-use tools for the commander or other leaders who wish to improve POV safety.

Personnel Injury (PI)

Personnel injury accounted for the largest number of Army accidents this fiscal year (Class A-D). In FY01, 1,255 accidents fell into this category, as opposed to 1,368 in FY00, a 9% decrease. Thirty-three soldiers lost their lives this year due to PI mishaps, a slight increase over last year's 28 fatalities.

The most common PI activities include: 27% involved parachuting, 15% resulted while performing maintenance and/or repair, and 11% while engaging in “human movement”—which includes recreational and physical training activity such as walking, running, climbing, or swimming.

The errors that caused these mishaps vary widely, but almost invariably include failure to follow known, established procedures. For example, the three most common mistakes reported were: “improper body position” (27%), “failure to stay alert and attentive” (13%), and “inadequate planning” (8%).

Army Motor Vehicle (AMV)

There were 542 AMV accidents in FY01, down 26% from FY00. Twelve of these accidents were Class A and produced eight fatalities. This number of fatalities is down a notable 20% from FY00. Nearly half (47%) of the 542 accidents occurred in non-tactical vehicles, such as government sedans. Light-tactical vehicles—the HMMWV, HEMTT, and 2-1/2 ton trucks—accounted for the remaining 53% of the AMV accidents. A very similar distribution among these type of vehicles was seen last year.

The top three causes of AMV accidents were slightly different than those for POV mishaps. The most common cause of these accidents was reported as failure to maintain alertness or attention. Excessive speed was also a top cause once again, and was tied for second place with failure to take precautions for adverse environmental conditions. A close third was taken by failure to adequately judge or ensure proper clearance for the vehicle. This causal pattern is similar to that of FY00, with the exception that excessive speed caused considerably more accidents in FY01 than in FY00.

Army Combat Vehicle (ACV)

There were only 38 ACV accidents in FY01, which is a 33% decrease from FY00. The 38 accidents included five Class A accidents and four fatalities. Unfortunately, this is double the number of ACV fatalities from FY00.

The largest proportion (20%) of ACV accidents occurred in the Bradley Fighting Vehicle (M2A2), with the remainder being spread fairly evenly among the other armored and tracked vehicles. This is a different vehicle pattern than that seen in FY00, in which the Abrams Main Battle Tank (M1A1) produced the largest proportion of accidents.

The cause patterns reported both last year and in FY01 did not show any distinctive pattern. Rather, the errors causing ACV accidents seem to be evenly spread over a large variety of categories, such as failure to secure, abrupt control and steering, improper braking, and excessive speed. As seen with the other types of accidents, most of the ACV mishaps (66%) were basically attributable to some form of indiscipline, such as overconfidence or haste.

Conclusion

Overall, as has been true for many years, POV mishaps comprise the greatest proportion of fatalities (64%), with PI in second place with 20%. The AMV and ACV accidents take up a distant third and fourth place

with 5% and 3%, respectively.

Other types of accidents, such as fire and explosives incidents, account for the remaining 8%. This pattern of fatalities over accident types is nearly identical to FY00. The total fatalities for the last two years were nearly identical (158 vs. 157).

The one issue in Army safety that becomes most clear is that soldier indiscipline—the willful choice to break rules or safeguards—is at the heart of many of our accidental injuries, deaths, and damage to property. As safety professionals, we read report after report in which lives are lost, or soldiers are permanently disabled or incapacitated for long periods of time. These occurrences are all the more tragic when they happen for some reason that was entirely avoidable, such as driving too fast or carelessly.

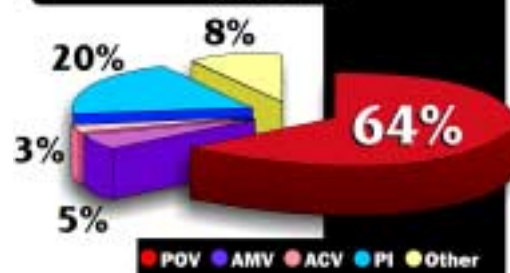
One cannot overemphasize the point that soldiers must “step up to the plate” and take responsibility for this type of behavior. It’s time to say “NO MORE!” No more lives lost because of errors in judgment that could have easily been avoided.

No more unnecessary lost work days for soldiers that we need out there in the field. We must say “No” to senseless accidents, both individually and as leaders.

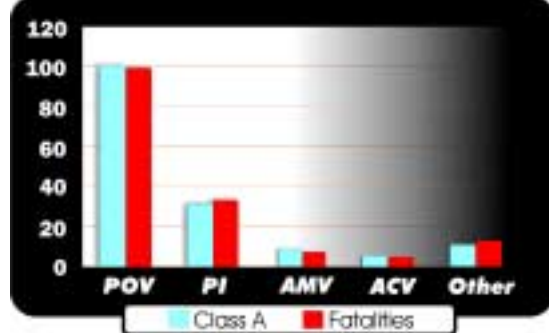
Editor’s note: These statistics are current from the USASC database as of 15 November 2001. Delayed reports may change these figures somewhat in the coming months.

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FY 2001 Ground Accidents Class A-D



FY 2001 Ground Class A vs. Fatalities



Sergeant Major of the Army Sends...



These are busy days for all of us. I recently sat through a briefing that made me pause and do some thinking. The briefing was on safety, and I'm again asking for your help.

I'd like to share with you what kept going through my mind as the briefer talked us through the slides and shared stories and statistics.

During FY01, we learned 169 Soldiers died from accidents. In my mind, I could see a company formation—a big, 169-person company. I imagined each of those Soldiers dead. I tried to envision that same number of funerals and headstones...and I wondered how many spouses, children, parents, friends, and loved ones that big of a formation represented. I was saddened.

I was also left determined—determined to put the word out and make a difference. Some Soldiers regard safety as an issue mainly impacting the TO&E Army. They say to themselves, “My unit doesn’t have motor pools,” “We don’t go to the NTC,” or “We don’t deploy.”

However, in reality everyone who works with Soldiers and civilians face safety-related issues. Our Soldiers and civilians face possible injury every day, performing tasks that are required to successfully perform

their respective real-world missions. We must remain vigilant in combating the enemy of safety: complacency in enforcement of standards.

Safety, in short, is not just an issue for the go-to-war Army. It's a Soldier issue, a civilian issue, and it's an Active Army as well as a Reserve Component issue.

In many of the accidents, it was painfully obvious that the cause was preventable. The dead soldier's first-line supervisor—a sergeant—should have been the person most able to have prevented the accident.

In more cases than I care to recall, something as simple as a seatbelt, a helmet, a ground guide with \$20 worth of flashlights or wearing road guard vests could have saved lives and prevented injuries. In other cases, adequate risk assessments, safety briefings, spot checks, and closer involvement from an experienced leader would have likely been enough.

Anyone doubting this or wanting more specifics, the answer may lie no further than your dayroom's coffee table or your safety officer's in-box. Each month, the Army Safety Center puts out its *Countermeasure* and *Flightfax* magazines, and they never fail to contain eye-opening examples of how poor discipline, poor planning, poor preparation, and poor leadership all contribute to far too many deaths. The Center also runs an excellent Internet site at <http://safety.army.mil>.

I'd like for each of us to do all we can to ensure safety gets the visibility it deserves in our training, in our planning, and in the execution of everything we do.

In the past seven-or-so weeks, I've sat in a number of church pews near flag-draped coffins that contained the remains of Soldiers and civilians killed in the 11 September attack on the Pentagon.

Sitting at these services and graveside remembrances, I've felt the pain of these families and looked into the eyes of parents, spouses and children as they were handed the flag from their Soldier's coffin.

It will take all of us—from private to sergeant major and lieutenant to general—to make a difference. The upcoming holiday season is a good time to point out that safety impacts more than just what we do on ranges, in our motor pools, and training areas.

Each year, privately owned vehicle (POV) accidents claim far too many lives. Causal factors remain alcohol, speed, carelessness, fatigue, and driving in inclement weather on unsafe road conditions. Going into the holidays, we can impact our soldiers with proper emphasis on behavior and how we conduct ourselves during adverse conditions.

In addition to safety, we should also add suicide prevention to our list of avoidable occurrences. During the briefing I spoke of, I was shocked to learn that a platoon of Soldiers—40 to be precise—had their deaths categorized as either suicides or suspected suicides. Perhaps not all of these could have been prevented, but I'm wondering if a concerned word, a timely counseling, or simply a kind gesture could have been enough to make a difference to some of these Soldiers.

I'm no doubt preaching to the choir, and a great many of you are in units where safety is priority one. But, even a single suicide or accidental death is one too many.

September 11th was a hard day for all of us, but it was prevented from being more tragic by the selfless acts of valor displayed by our fellow Soldiers and civilians. Late in October, Army Secretary White, the Vice Chief of Staff, General Keane, and I saluted our heroes by presenting them with the Soldiers Medal, the Defense of Freedom Medal, and other medals for their courageous actions at the Pentagon.

These brave men and women ignored

danger, uncertainty, and pain to come to the aid of their fallen comrades, just as Americans have performed on battlefields for more than 226 years. We should be proud of each of them.

On 9 October, I was proud of the NCO Corps for a different reason. During a funeral for a soldier who died in the 11 September attack on the Pentagon, I witnessed an act that—at least to me—epitomized our role in enforcing standards.

During the graveside portion of the funeral, Old Guard 1st Sgt. Robert Watson was set to receive the freshly folded American flag from the casket when he noticed a flaw. Few people watching would have noticed the flaw, and 1st Sgt. Watson might've been able to cover it with his hand.

But, he didn't. While the family waited and before a number of VIPs—including the Army Chief of Staff—the first sergeant signaled for the flag to be refolded, a process that took several minutes.

I was deeply impressed by his willingness to enforce standards, no matter how small the infraction or who was watching. Let 1st Sgt. Watson be our example as we strive to never overlook a safety violation, or walk past an opportunity to use our position and experience to ratchet up on safety, to identify hazards and develop procedures to assist those who are in despair.

Together, we can take this on and make a difference. Begin simply by asking yourself, "When *can* I talk about safety?" as opposed to "When must I talk about safety?"

—Adapted from Sergeant Major of the Army's Thoughts-n-Concerns, 2 Nov 01



santa's Risk Management

Mr. Claus was having a bad day. Every other unit was running on holiday schedule, and here he was working overtime. Most of the reindeer were down for maintenance and his elves were half-stepping. Just to make a bad day even worse, Mrs. Claus, otherwise known as "Northpole Six," was jumping up and down wanting to know where the risk assessment was for the next mission.

Although she knew that Santa had executed this mission countless times before, "Northpole Six" wanted to make sure he had thought everything out. She was well aware that the big things

jump out at you while the little things bite you in the rear. She was also in no hurry to collect on his SGLI, even though 11 months out of the year, all he was good for was taking up space on the couch and hogging the remote.

Mr. Claus had initially tried to push the mission back some, say June-ish, but after a one-way conversation with "Northpole Six," he elected to stay with the original timeline.

He had to admit that it's easy to lose focus during

the holiday season, and it's *reeeal* tempting to take shortcuts trying to get the mission done faster. Just last year, one of the elves was injured while operating a reindeer without a ground guide. Fortunately, the elf's injury was not serious, but the reindeer was somewhat traumatized and is still undergoing mental

therapy.

Going with the philosophy that it is easier to do something right than it is to explain why you did it wrong, Mr. Claus decided to break out the book and complete his risk management worksheet. Once he had it done, he realized that it hadn't taken much time at all, and it had forced him to think of some hazards that he had not even considered earlier.

Take the time to identify and assess the hazards that are applicable to your mission. The five-step process is explained in detail in FM 100-14. If you have applied the risk management process properly, then your risk management worksheet will just about write itself, and you will find it easier to implement controls and reduce the risk to you and yours.

—MSG Sean M. O'Brian, Infantry LNO, RMI Division, DSN 558-2845 (334-255-2845),

From all of us here
at the U.S. Army Safety Center,
we wish you a truly
happy and safe holiday season.



Matt's First Deer

As my oldest son was growing up, I wondered many things. Would he excel in school or sports, or both? What interests would he have, and what kind of things should I impress upon him? You can imagine how happy I was to have Matt express an interest in hunting. And happy as I was, I quickly realized that I would play a critical role in shaping Matt's hunting behavior.

We started slowly. Since the age of 7, Matt had owned a BB gun. The gun was always locked up with my guns, and he was only allowed to take the BB gun out when we were together. This is where Matt's weapon handling instruction really began.

Soon we progressed to shotguns and rimfire rifles. That's when I took Matt to a firearms safety course. We constantly talked about safe weapons handling. Matt had to demonstrate carrying techniques, the safe direction a weapon should be pointed, and safe ways to load and unload the gun. Only when he showed that he handled the weapon correctly did we progress to actually loading and firing the gun.

What once seemed like a simple pleasure to go shoot or hunt, quickly turned into several minutes of discussion on another gun handling safety point. If I had to sum up the lessons I tried to teach Matt, they fall into 5 basic hunter safety rules:

1. Treat every firearm as if it were loaded. It's easy to get lax. Let me give you an example. This was Matt's first deer season, and we were hunting with his grandfather in northern Pennsylvania. As we were leaving the cabin one morning, my brother grabbed my dad's gun off the rack and noticed the bolt wasn't open. He opened it and a cartridge ejected. Even though my father had hunted for 50-plus years, he broke a basic camp rule and forgot to unload the gun prior to bringing it into the house the night before.

2. Always keep the muzzle of your firearm pointed in a safe direction. Think about where the muzzle is pointed as you walk with other hunters. Injuries simply will not occur if the muzzle is under control and pointed away from yourself and others.

3. Be sure of your target and beyond it. If you are not absolutely sure of your target, DON'T SHOOT! Popular center-fire caliber bullets can travel up to 3 miles. I can almost guarantee you that another hunter is in the woods or an area

within that distance. Just as alarming is the number of accidents where the victim was mistaken for game. Matt received constant reinforcement that he should not shoot until the game was positively identified, and the area beyond the game was assured.

This is another reason for wearing as much blaze/hunter orange as possible, plus it's the law.

4. Keep your finger off the trigger until you're ready to shoot. I stressed to Matt a simple point—guns are mechanical, anything mechanical can fail. Never rely on a safety to work properly.

5. Unload the firearm when not in use or in a vehicle. Last year, Colorado Division of Wildlife officers wrote over 300 citations for carrying a loaded weapon in a vehicle. Why? Because the gun could accidentally fire while traveling on a bumpy road, or while the weapon was being removed from the vehicle.

In addition, I warned Matt to never climb fences or trees, cross slippery areas, or jump ditches or creeks while carrying a loaded gun. I always praised him when he unloaded the firearm first.

I'd be forgetting something if I didn't mention this one last point. I thought I was the instructor for Matt's hunter education; however, I realized I still had things to learn. As I listened to the other hunting stories and the game warden's instructions in the hunter education course, I realized that I had violated some basic hunting safety rules. I vowed to do better and set the example. If it's been more than 10 years since you have attended a hunter safety class, I would challenge any of you to sign up!

As Matt and I stood over that first deer, the emotions that come with a successful hunt were evident on Matt's face. While some may not understand the challenges involved with hunting, it is a sport that demands patience, knowledge, and a deep appreciation of the game being hunted. Only when the required safety points are fully used can hunting be enjoyed to its utmost. I cannot say that Matt or I will ever be involved in a gun or hunting accident, but I know we will always strive to hunt in a safe manner. —

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Easy Mission Gone Bad

An infantry battalion scheduled individual weapons training and qualification on a variety of weapons in order to meet requirements for a future planned deployment.

The unit finished the day's activities in the late afternoon without incident, and after about a 5-hour rest period, the unit returned to the range for night fire. The commander's intent was for only fully MOS-trained individuals to fire at night.

A firing order was identified, and then the range safety officer gave a "canned" safety briefing. After receiving their safety brief, the first firing order filed to the ammo point where they received two 15-round magazines. They proceeded up the steps in the middle of the range, onto the range berm where their weapons were rodded and checked for bolts to the rear. The firers were then instructed to take all future commands from the tower.

The plan was for each firer to proceed to their respective numbered lane; once in position, a lane safety assigned to that lane would meet the firers and escort them to the 25-meter engagement position. Once ready on the firing line, they would be instructed by the tower to fire one 15-round magazine at the target. During this engagement, the second firing order of 15 firers was to file past the ammo point, then take up a position on the berm behind the already in-position firing order. This would occur prior to the first group finishing their first 15-round engagement.

The second group was to place their weapon down and remain in place until the lane safety came back to get them after the first group completed firing their two 15-round magazines. Once the first firing order finished firing and

were safety checked, the red lights on the range would come on, and the group would file to their left and head back to the clearing point to be "rodded" off the range by safety personnel.

When the first group of firers was clear to the center, the lane safety for those particular lanes would return to the berm and escort his next firer into position on the ready line. This process would repeat itself until all personnel had fired.

What happened?

While the first firing order was finishing up their first engagement, the second group of firers passed through the safeties. They were instructed to keep their weapon up and downrange at all times, and reminded to take all commands from the tower. As the second firing order filed down to their respective lanes behind the first group, they heard the tower say, "Shooters, pick up weapon and load your second magazine into your weapon and commence firing at your targets."

On one of the lanes was a new member of the unit. He was a prior service member from another Service. This was his second time drilling with this unit, and first time ever on an Army range. He followed the instruction from the tower. He engaged his target, fired a round, and saw it fall. He then moved his sights to the other target. As an illumination flare went off, he saw his target move.

Realizing that he may have shot someone, he placed his weapon on safe and started calling for a "cease fire." The lights immediately came on, and to his horror he discovered he shot the forward lane safety, who was sitting on the ground with his arms outstretched to the

MISSION: NIGHT FIRING QUALIFICATION

Hazards

- First time personnel on range
- Second order of shooters with weapons and ammo behind first order

Controls

- Personnel assigned with first time shooters
- Command risk management during planning cycle
- Range safeties on berm behind waiting shooters
- Detailed range briefing and orientation of operations

rear supporting himself upright. In his seated position, the lane safety, under low illumination, had the familiar shape of a pop-up silhouette.

Medical attention arrived immediately and maintained his heartbeat until a helicopter transported him to the hospital. The victim later died of head injuries.

How did this happen?

All soldiers, since day one, have been or will be introduced to range operations. It is standard practice in the Army to conduct these operations at least annually, and some units may fire on a more frequent basis depending on their mission. We sometimes view this as, "Here we go again," or "Didn't we just do that?" This routine type of training can make some drop their guard and become complacent thinking that this is just a "check the block" operation.


We humans are creatures of habit. The more routine a task is, the easier it becomes for us to take things for granted. We can inadvertently omit things mentally, creating an environment for us to shortcut approved procedures. Not intentionally, but on the assumption that, "This is common sense," or "Everybody knows this," or "We've done it this way before with no problems."

It's easy to blow the dust off of past events and to carry on thinking that nothing has changed or been added to create a hazard.

This was common practice for this infantry battalion going to the range for the umpteenth time, with the same individuals, doing the same tasks they've done countless times before.

Risk management was conducted for this training event; but the planners failed to properly identify all the hazards or implement necessary controls to prevent an accident from occurring. For this battalion qualification exercise, the commander's intent was for only the MOS-qualified individuals to fire at night; however, this information was never relayed throughout the organization down to range personnel. That night, everybody fired a weapon—to include individuals awaiting a basic training date and individuals who had never set foot on an Army range before. The battalion failed to have the companies identify non-CAT 1 personnel and separate them from the remaining night-firing personnel.

Detailed range briefings never included how the range was to be run, or that another group was firing downrange. There was no control exercised over the second firing order by providing adequate illumination, or assigning safeties with night vision goggles positioned between the firing points to observe the group in low to zero illumination.

Tragedy always seems to hit during easy missions, where detailed planning is deemed unnecessary. Remember, there are no "easy" missions that don't require a risk assessment. Just like we treat every weapon as if it were loaded, never assume that everyone knows what is going on. Shortcuts and complacency are chances we cannot afford to take, in training or in combat. 

POC: Ground Systems and Accident Investigation Division, DSN 558-3562 (334-255-3562)



RESULT - 1 FATALITY

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Sends—*Dec*

M9 ACE

New Requirements for
M9 ACE—*Jun*
Hot Off the Press—*Jun*
Recent Changes in the ACE
Manuals—*Jun*

NCO

The Role of the NCO in Accident
Prevention—*Aug*

NCO Corner

Chain of Circumstances—*May*
Nomex and Polypro Don't
Mix—*Oct*
Sergeant Major of the Army
Sends—*Dec*

News & Notes

Accident Classification
Change—*Sep*
Selected 4QFY01 Safety
Messages—*Nov*

Night Vision Devices (NVDs)

An M551A1 in the Wrong
Hands—*Feb*

Don't Be Left in the Dark—*Feb*
Less is More with NVGs—*Feb*
NVD Safety Alert—*Feb*
What You Don't Know Could Hurt You—*Feb*

Parachute Operations

Build a Better Mousetrap (Altered Parachute Rig)—*Apr*
Improper PLF High on Error List—*Jul*
Improper PLF High on Error List (Correction)—*Sep*

Personal Protective Equipment (PPE)

Cold Weather: Enemy of Youth & Inexperience—*Sep*
No Recall on IPFUs—*Jun*
Nomex and Polypro Don't Mix—*Oct*
Oh, Say Can You See? (IPFU)—*Jun*
Protect Yourself, Why Take the Chance? (PPE)—*Mar*

Posters

101 Days of Summer—*Jun*
CY2002 Countermeasure Plan—*Dec*
Carbon Monoxide—*Sep*
I Chose to Look the Other Way—*Dec*
Mission First, Safety Always—*Dec*
Nametag Defilade (Right vs. Wrong)—*Aug*
Rollover Crew Drill—*Oct*
Seatbelts—*Oct*
Slow Down to the Posted Speed Limit—*Nov*
Terrorist Attack on Pentagon—*Oct*

Privately Owned Vehicles (POVs)

Are You Ready for the Road? (Motorcycles)—*Apr*
Consumer Advisory (15-Passenger Vans)—*Aug*
Driving Tips to Arrive Alive—*Jun*

Getting Your Vehicle Ready for Summer—*Jun*
If Your Vehicle Catches Fire—*Oct*
Leaders Make a Difference—*Nov*
Now Showing: "Driver's Dozen"—*May*
Number One Killer of Children (Child Safety Seats)—*Oct*
The ABCs of ABS—*Mar*
The Missing Link (Child Safety Seats)—*Nov*
What's Holding You Back?—*Sep*

Publications

Coming Next Month in Countermeasure—*Jul*
Countermeasure Readers, Tell Us What You Think—*Feb*
Let Us Hear From You (CY2002 Countermeasure Plan)—*Dec*
Share Your Success—*Feb*
The Write Stuff—*Aug*
We Need Your Lessons Learned—*Jan*

Risk Management

Army Safety-The Past Meets the Present—*Oct*
Communication Is Key (Step 4)—*Aug*
Ensuring Risk Management Effectiveness (Step 5)—*Sep*
Have We Forgotten How to Teach What RIGHT Looks Like? (Step 1)—*Mar*
Looking Beyond Identifying and Assessing Hazards (Step 3)—*May*
Risk Management Integration: Key to Army's Success—*Jul*
Risk Management Procedures for Tactical Low-Water Crossing Sites—*Sep*
Santa's Risk Management—*Dec*
Survive the Boating Season with Risk Management—*Jun*
Truth or Consequences (Step 2)—*Apr*
When the Mission Becomes Safety—*Jan*

Safety Alert Notices (SAN)

2-Point Seatbelts—*May*
Soldier Crew Tent—*Apr*
Leadership Issue—*Mar*
NVD Safety Alert—*Feb*

Safety Messages

Army Accident Reporting and Records Message Update—*Jan*
Guidance on HEMTT Wheel Assembly & Inspection Procedures—*May*
New Requirements for M9 ACE—*Jun*
Safety Message Update (AN/PVS-7B)—*Feb*
Safety Messages—*Apr*
Selected 4QFY01 Safety Messages—*Nov*

Safety Performance

Driving Tips to Arrive Alive (POV)—*Jun*
FY2001 Ground Safety Wrap-up—*Dec*
Haste-Top Accident Producer in Tracked Vehicles—*May*
Safety Center Half-Time Report—*May*
The Deadly Truth About Army Wheeled Vehicles—*Aug*

Tent Heaters

Silent Killer Claims Two Lives (Carbon Monoxide Poisoning)—*Sep*
Soldier Crew Tent—*Apr*

Tire Cages

Tire Cages are a Must—*May*

Tobacco (Smoking)

An Accident Waiting to Happen—*Nov*

Tracked Vehicles

A Turn for the Worse (M1A1 Rollover)—*Jan*
An M551A1 in the Wrong Hands—*Feb*
Haste-Top Accident Producer in

Tracked Vehicles—*May*
How High Is Too High?
(Nametag Defilade)—*Aug*
M1s in Flames—*Oct*
Where Should I Sleep?—*Feb*
Where's the Fire? (BFV)—*Oct*

Training & Risk Management

A Message to Installation
Commanders and Safety
Officers (CP-12 Course
Schedule)—*Oct*
Communication Is Key
(Step 4)—*Aug*
Ensuring Risk Management
Effectiveness (Step 5)—*Sep*
If Daddy Had Only Known—*May*

Videos

Get the New Video
"Driver's Dozen"—*Apr*
Now Showing:
"Driver's Dozen"—*May*

Water Safety

Boating Rules of the Road—*Jun*

Cold-Water Warning May Save
Lives (with Hypothermia
Chart)—*Apr*
Jack's Story—*Jul*
Survive the Boating Season with
Risk Management—*Jun*

Weapons Safety


Easy Mission Gone Bad
(Weapons Night Firing)—*Dec*
M-16 Blank Adapter Works as
Designed (Clarification)—*Sep*
Matt's First Deer—*Dec*
"No Brass/No Ammo,
Sergeant!"—*Jun*
The Gunfight—*Nov*
Weapons Handling Accidents—
Still Killing, Injuring
Soldiers—*Nov*
Weapons Safety-Important in
Training—*Nov*
When Things Start Going
Wrong—*May*

Wheeled Vehicles

A Tragedy Repeated (HMMWV
2-Point Seatbelt)—*Jan*
Anyone Can Drive a Truck,
Right?—*Aug*
Guidance on HEMTT Wheel

Assembly & Inspection
Procedures—*May*
Gunner Killed When M1114
HMMWV Rolls—*Oct*
Proper Use of HMMWV 2-Point
Seatbelts—*May*
Safety Alert Notice: 2-Point
Seatbelts—*May*
The Deadly Truth About Army
Wheeled Vehicles—*Aug*
The Rest of the Story
(M939A2)—*May*
The Rest of the Story
(Correction)—*Jul*
Tire Cages are a Must!—*May*


Workplace Safety

Army and Ergonomics—*Mar*
Blame is Relative—*Mar*
Civilian Safety Record—*Mar*
Civilian Safety Record
(Correction)—*Sep*
Confined Space: Dangerous and
Deceptive—*Mar*
Preventing Fires at Your
Office—*Nov*
Protect Yourself, Why Take the
Chance? (PPE)—*Mar*
Traumatic Stress Symptoms and
Grief in the Workplace—*Nov*
Watch Your Step—*Mar* 

Let Us Hear From You

Countermeasure needs your input. Our goal is to bring you—the soldiers throughout the Army, from the Secretary of the Army to the newest recruit—current information regarding potential safety issues.

The pull-out poster in this issue represents our annual strategic plan of where we think our publication should go in the coming months...but, we need your input. Place the poster on your bulletin board, so everyone can see the upcoming topics for future issues. We need your stories, your experiences, and your insights. You are the ones that see systems for what they are...good and bad. We are all safety officers and if you have a better idea for doing business more safely and productively, we want to hear it.

Countermeasure is your publication, so why not have a voice? Don't worry about your ability to write, our staff of professionals can polish up any rough edges. If we use your story, not only will you get the credit, but we will also send you a certificate and a specially minted Safety Center coin on behalf of BG James E. Simmons, CG, U.S. Army Safety Center. Send your articles to: countermeasure@safetycenter.army.mil/. 

(Articles must be received at least 60-days in advance to allow for layout and photography.)

—LTC Scott G. Ciluffo, Countermeasure and Flightfax Publishing Supervisor, DSN 558-2461 (334-255-2461), ciluffos@safetycenter.army.mil

Information

based on preliminary reports of ground accidents.

Personnel Injury

- A SPC was fatally injured when his car fell on him while he was performing maintenance. The area where he was working on his car was not suitable for using a car jack because the ground was too soft.

- A SPC was assisting in the installation of an M88A1/2 series engine pack. His thumb was smashed between the engine mount and the chassis when the engine shifted during lowering. Soldier had partial loss of left thumb tip to nail bed/bone amputated.

- A SSG was fatally injured while conducting airborne operations from a USAF C-130. The soldier was performing jumpmaster duties, when he reportedly exited the aircraft during "red light" conditions, short of the intended drop zone. His body was located at daylight with both the main chute and MIRPS activated.

POV

- Soldier received fatal injuries when his POV collided head-on with an 18-wheeler.

- SSG died in a crash when he lost control of his vehicle, ran off the road, and struck several trees. His vehicle exploded into flames.

- A 15-ton cement truck entered soldier's lane and collided with his motorcycle. The soldier did not survive.

AMV

- The driver of a government Jeep SUV lost control of his vehicle when he made contact with ice on the road. The vehicle rolled once, but he was not injured.

- Two soldiers were returning from a mission downrange, when their M1070 HET suffered an Electronic Control Module failure of the ignition system, which resulted in a fire. They quickly used handheld fire extinguishers to suppress the flames, but the fire was too hot. They decided to retrieve all equipment from the cab and called to the rear to get the fire department involved.

ACV

- An M2A2 and crew were traveling over rough terrain when the vehicle hit some bumpy ground before the driver could slow and stop the vehicle. The gunner was thrown into the gunner's turret resulting in neck injury.


- While riding over rough terrain, a Howitzer M109A6 lost an end conductor. This resulted in the vehicle throwing a track and coming to a complete stop. The soldier was thrown forward into the front of the TC hatch and down into the seat. Initially, he felt fine, so he helped reconnect the track. However, approximately three hours later, his section chief noticed that he looked pale and had him lie down. The soldier started having trouble breathing and appeared to have seizures.

He was evacuated to the Army Hospital Emergency Room. He was diagnosed with bruised ribs and placed on quarters.

- An M1A1 Abrams Tank was proceeding down a tank trail when the crew received indication that the fire suppression system had activated. A fire was reported in the engine compartment. FPS functioned, but reportedly failed to completely extinguish the fire. No injuries with the exception of possible composite/smoke inhalation to the TC.

- An M1117 Armored Security Vehicle (ASV) was being operated as the #2 vehicle in a tactical convoy movement in consonance with driver training, when it was observed to fishtail and proceed off the gravel road after cresting a hill. The vehicle reportedly overturned 3-4 times. The driver and TC sustained minor injuries, were treated and released. The gunner and rear passenger were not wearing seatbelts and sustained head injuries and were hospitalized. Significant vehicle damage resulted.

OTHER

- A PVT was part of a detail tasked with burning dunnage following an M-16 range exercise. It is suspected that a blank round was in the fire and exploded. Soldier's left eye was struck by a piece of metal, resulting in loss of sight to that eye. 

I Chose To Look The Other Way

I could have saved a life that day,
But I chose to look the other way.
It wasn't that I didn't care,
I had the time, and I was there.

But I didn't want to seem a fool,
Or argue over a safety rule.
I knew he'd done the job before,
If I called it wrong, he might get sore.

The chances didn't seem that bad,
I'd done the same, he knew I had.
So I shook my head and walked on by,
He knew the risks as well as I.

He took the chance, I closed an eye,
And with that act, I let him die.
I could have saved a life that day,
But I chose to look the other way.

Now every time I see his wife,
I'll know, I should have saved his life.
That guilt is something I must bear,
But it isn't something you need share.

If you see a risk that others take,
That puts their health or life at stake.
The question asked, or thing you say,
Could help them live another day.

If you see a risk and walk away,
Then hope you never have to say,
I could have saved a life that day,
But I chose to look the other way.

—Courtesy of Don Merrell, J.R. Simplot Company, Don Plant
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